BRITISH PACKET

AND

ARGENTINE NEWS.

(No. 1229.) BUENOS AYRES, SATURDAY, MARCH 16, 1850. [*Established in* 1826.]

BUENOS AYRES.

An arrival from Havre has put us in possession of Paris dates to the 9th January.

As was anticipated, on the 7th the National Assembly came to a decision on the question of the River Plate, and, as was also expected, neither the original proposition of the committee nor any of the amendments was approved; the house having divided on a new motion made by M. Rancé, which was carried by a majority of 38 votes, the numbers being 338 to 300. This motion, which is in the shape of a resolution, is as follows—

Considering that the Leprédour treaty has not been submitted for the ratification of the National Assembly;

Considering that the Government declares that it intends to continue the negotiations, with a view to guarantee the honour and the interests of the Republic, and that our countrymen shall be seriously protected against all contingencies on the banks of La Plata,

The Assembly passes to the order of the day.

The pacific policy of the government consequently prevailed, and M. Thiers and his tail, notwithstanding their violent appeal to the passions, sustained a signal defeat. The conduct of the ministers throughout the debate was firm and manly, and the Minister of Justice, M. Rouher, in particular, has established a character for statesmanship and oratory of the highest order in his successful struggle with the haughty leader of the opposition.

It is understood that Admiral Doubourdieu, the new negotiator, was to sail about the middle of January.

The Rio Grande banditti headed by the Baron de Jacuhy made another incursion into the Oriental territory in the latter end of last month, and succeeded in carrying off some booty. The repetition of such vandalic irruptions seriously compromises the Imperial government, and, if the new authorities sent to Rio Grande be not strong or honest enough to preserve order, complications of a very grave nature are to be apprehended.

We have received New York papers to the 12th of January. Congress had been occupied with the discussion of a motion of General Cass to suspend diplomatic intercourse with Austria in consequence of the conduct of that power towards Hungary. A more substantial mark of sympathy with the unfortunate patriots was proposed by another member, in the grant of a tract of land to the refugees, and it was thought that this proposition would be carried.

According to accounts from Hayti, the new Emperor, Faustin, was about to invade the Dominican republic, or Spanish part of the island.

The following are extracts from President Taylor's message, which only now reaches us in the original language—

A contract having been concluded with the State of Nicaragua, by a company composed of American citizens, for the purpose of constructing a ship canal through the territory of that State, to connect the Atlantic and Pacific oceans, I have directed the negotiation of a treaty with Nicaragua, pledging both governments to protect those who shall engage in and perfect the work. All other nations are invited by the State of Nicaragua to enter into the same treaty stipulations with her; and the benefits to be derived by each from such an arrangement, will be the protection of this great inter-oceanic communication against any power which might seek to obstruct it, or to monopolize its advantages. All States, entering into such a treaty, will enjoy the right of passage through the canal, on payment of the same tolls.

The work, if constructed under these guarantees, will become a bond of peace, instead of a subject of contention and strife, between the nations of the earth. Should the great maritime States of Europe consent to this arrangement, (and we have no reason to suppose that a proposition so fair and honorable will be opposed by any,) the energies of their people and ours will co-operate in promoting the success of the enterprise. I do not recommend any appropriation from the National Treasury for this purpose, nor do I believe that such an appropriation is necessary. Private enterprise, if properly protected, will complete the work, should it prove to be feasible. The parties who have procured the charter from Nicaragua, for its construction, desire no assistance from this Government beyond its protection, and they profess that, having examined the proper line of communication, they will be ready to commence the undertaking whenever that protection shall be extended to them. Should there appear to be reason, on examining the whole evidence, to entertain a serious doubt of the practicability of constructing such a canal, that doubt ought to be speedily solved by an actual exploration of the route.

Should such a work be constructed, under the common protection of all nations, for equal benefits to all, it would be neither just nor expedient that any great maritime State should command the communication. The territory through which the canal may be opened ought to be freed from the claims of any foreign power. No such power should occupy a position that would enable it hereafter to exercise so controlling an influence over the commerce of the world, or to obstruct a highway which ought to be dedicated to the common uses of mankind.

The routes across the Isthmus, at Tehuantepec and Panama, are worthy of the most respectful consideration. They did not fail to engage the attention of my predecessor. The negotiator of the treaty of Guadalupe Hidalgo was instructed to offer a large sum of money for the right of transit across the Isthmus of Tehuantepec. The Mexican Government did not accede to the proposition for the purchase of the right of way, probably because it had already contracted with private individuals for the construction of a passage from the Guassacualco river to Tehuantepec. I shall not renew any proposition to purchase, for money, a right which ought to be equally secured to all nations, on payment of a reasonable toll to the owners of the improvement, who would, doubtless, be well contented with that compensation and the guaranties of the maritime States of the world, in separate treaties negotiated with Mexico, binding her and them to protect those who should construct the work. Such guaranties would do more to secure the completion of the communication through Mexico than any other reasonable consideration that could be offered; and as Mexico herself would be the greatest gainer by the opening of this communication between the Gulf and the Pacific Ocean, it is presumed that she would not hesitate to yield her aid, in the manner proposed, to accomplish an improvement so important to her own best interests.

We have reason to hope that the proposed railroad across the isthmus at Panama will be successfully constructed, under the protection of the late treaty with New Granada, ratified and exchanged by my predecessor on the 10th of June 1848, which guarantees the perfect neutrality of the Isthmus, and the rights of sovereignty and property of New Granada over that territory, "with a view that the free transit from ocean to ocean may not be interrupted or embarrassed" during the existence of the treaty. It is our policy to encourage every practicable route across the Isthmus which connects North and South America, either by rail-road or canal, which the energy and enterprise of our citizens may induce them to complete; and I consider it obligatory upon me to adopt that policy, especially in consequence of the absolute necessity of facilitating intercourse with our possessions on the Pacific.

No civil government having been provided by Congress for California, the people of that Territory, impelled by the necessities of their political condition, recently met in convention, for the purpose of forming a constitution and State government, which, the latest advices give me reason to suppose, has been accomplished; and it is believed they will shortly apply for the admission of California into the Union, as a sovereign State. Should such be the case, and should their constitution be conformable to the requisitions of the Constitution of the United States, I recommend their application to the favorable consideration of Congress.

"The people of New Mexico will also, it is believed, at no very distant period present themselves for admission into the Union. Preparatory to the admission of California and New Mexico, the people of each will have instituted for themselves a republican form of government, "laying its foundation in such principles, and organizing its powers in such form, as to them shall seem most likely to effect their safety and happiness."

By wearing their action, all cause of uneasiness may be avoided, and confidence and kind feeling preserved. With a view of maintaining the harmony and tranquility so dear to all, we should abstain from the introduction of those exciting topics of a sectional character which have hitherto produced painful apprehension in the public mind: and I repeat the solemn warning of the first and most illustrious of my predecessors against furnishing "any ground for characterising parties by geographical discrimination."

I recommend the establishment of a branch mint in California, as it will, in my opinion, afford important facilities to those engaged in mining, as well as to the Government in the disposition of the mineral lands.

I also recommend that commissions be organized by Congress to examine and decide upon the validity of the present subsisting land titles in California and New Mexico; and that provision be made for the establishment of offices of Surveyor General in New Mexico, California, and Oregon, and for the surveying and bringing into market the public lands in those Territories. Those lands, remote in position and difficult of access, ought to be disposed of on terms liberal to all, but especially favorable to the early emigrants.

In order that the situation and character of the principal mineral deposites in California may be ascertained, I recommend that a geological and mineralogical exploration be connected with the linear surveys, and that the mineral lands be divided into small lots suitable for mining, and be disposed of by sale or lease, so as to give our citizens an opportunity of procuring permanent rights of property in the soil.—This would seem to be as important to the success of the mining as of the agricultural pursuits.

The great mineral wealth of California, and the advantages which its ports and harbors, and those of Oregon, afford to commerce, especially with the islands of the Pacific and Indian oceans, and the popular regions of Eastern Asia, make it certain that there will arise, in a few years, large and prosperous communities on our western coast. It, therefore, becomes important that a line of communication, the best and most expeditious which the nature of the country will admit, should be opened, within the territory of the United States, from the navigable waters of the Atlantic or the Gulf of Mexico to the Pacific. Opinion, as elicited and expressed by two large and respectable conventions, lately assembled at St. Louis and Memphis, points to the railroad as that which, if practicable, will best meet the wishes and wants of the country. But while this, if in successful operation, would be the work of great national importance and of a value to the country which it would be difficult to estimate, it ought also to be regarded as undertaking of vast magnitude and expense, and one which mu-t, if it be indeed practicable, necessarily meet difficulties in its construction and cost. Therefore, to avid failure and disappointment, to enable Congress to judge whether in the condition of the country enough which it must pass, the work be feasible, and if it be found so, whether it should be undertaken as a national improvement or left to individual means; and in the latter alternative, what aid if any ought to be extended to it by the Government. I recommend as a preliminary measure a careful reconnaissance of the several proposed routes by a scientific corps, and a report as to the practicability of making such a road, with an estimate of the cost of its construction and support.

CURIOSITIES OF SCIENCE.

BY JOHN TIMBS,

EDITOR OF "THE YEAR-BOOK OF FACTS," ETC.

ECONOMY OF ELECTRIC LIGHT.

The notion of electricity as a source of illumination was suggested by Davy nearly half a century ago; and the application is, in all respects, practical, save in the matter of expense. Mr. Brande tells us that a mode of procuring cheap electricity must precede the economical use of such illumination; and that, were the obtained, water might be decomposed, and its hydrogen naphthalized, burst, so as to produce a vivid, bright, and steady flame in its other element, oxygen.

ELECTRICITY OF GRAVE-YARDS.

Sir James Murray recommends the advocates of intramural interments to consult galvanic electricians, with delicate instruments, to measure the terrible galvanic derangements of forwarding church-yards as the best proof of the fatality of the practice. Sir James refers to an effervescing golgotha, long kept in active fermentation in Bolton, near the quays, and on a level with low-water mark. During many years, Sir James had proofs demonstrating that persons who had been interred among unto the Belfast grave-yard could not be efficiently electrified, because the best machines could seldom produce sparks of any intensity. He often feared that a magnet capable of sustaining fifty pounds with ease in other situations, could not for a moment suspend an iron needle in the subterraneous built close to the devastating place of interment. From these and many other observations, Sir James proved that negative electricity pervaded this vast swamp, and drew away the positive electricity from the living creatures in immediate contact with the damp exhalations of that fatal and extended trough, or galvanic pile.

VAST HYDRAULIC PRESS.

The largest of the Britannia's hydraulic presses, (the hoisting apparatus in the construction of the Britannia railway bridge,) is a noble instrument. It has a cylinder eleven inches thick, with a piston or ram twenty inches in diameter, and the lift of a span of six feet. The weight of the cylinder is sixteen tons—of the whole machine forty tons. The one alone has power enough to lift the whole, a weight, it is estimated, equivalent to that of 30,000 men. It would spend the water pressed into its cylinder to a height of nearly 20,000 feet, according to Mr. Clark, the engineer, no more than five times the height of Snowdon, or 5,000 feet higher than Mont Blanc. And yet, say one man can "put a hook into the nose of this leviathan," and, alone with him, with the utmost facility and precision, guide and control his stupendous action.

MOLECULAR ACTION.

M. Niepce has discovered that, when a print is held over the vapour of iodine, the iodine is attracted almost exclusively by the ink. By applying an engraving thus saturated with iodine particles to a film of starch, spread on a glass surface, he has obtained, in iodine of starch a perfect transcript of the original design.—*Communicated by Prof. Dumas to Mr. Faraday.*

LAW OF STORMS.

Captain Handley, of the *Saltzany*, has recently most successfully tested the truth of the law which regards tropical tornadoes as cyclones, or revolving masses of air travelling along certain curved lines. The edge of the cyclone referred to was thirty degrees, at least, from Bombay, Calcutta, and Aden, and its effects were felt at the distance of 2,000 miles. The course of the ship *Saltzany* was south-west, when, overtaken by the storm, Captain Handley says, in his log, he "lashed the helm amain and furesails and rounded the ship to, with her head to the eastward, as I have every reason to believe I am on the edge of a hurricane." The storm passed onward to the south-west; and thus, by laying to, and steering to the eastward, Captain Handley, no doubt, saved his ship and 300 coolies on board. This triumph of scientific observation cannot be too widely known.—*Athenæum.*

NEW REMEDY FOR DEAFNESS.

Glycerine has been highly successful in its results on diseases of the ear, from its possessing the peculiar property of attracting from the atmospheric air moisture, and consequently, never drying or hardening.

COLOUR OF TREE FROGS.

In the newly erected Reptile House in the Zoological Society's gardens in the Regent's Park, is a glazed case of the Tree-Frogs of Europe. Although of a bright green when exposed to light, these creatures become almost black in the dark; and for some time after their new location, the specimens in the gardens presented every possible shade between a dark brown and bright green, owing to their having been recently put up in a dull place.

DANGER FROM STORMS.

We are often told that there is no danger if a *certain interval of time* can be counted between the flash of the lightning and the report of the thunder; but it is equally true, that *of we can count at all*, we are safe.

MANUFACTURE OF GLASS.

It is a curious fact in the history of discovery, that the manufacture of glass was, a few years since, unknown at Sidon, where it is reputed to have been first invented.—*Pellatt's Curiosities of Glass-making.*

TO DETECT IMPOSITION IN GOLD-DUST.

Place a little gold-dust in a glass tube or earthenware saucer, and pour nitric acid upon it; then hold the glass or saucer over a flame, or pour a few ounces, until red flames (nitric vapours) arise: if it be pure gold, the liquid will not become discoloured; but if pyrites, or brass filings should have been mixed with it, the acid will become turbid, green and black, discharging bubbles of gas. After ebullition has ceased, the residue should be washed with water, and acid again poured upon it, when the same effect may be observed, but in a less degree; and if the experiment be repeated till all the effervescence ceases, it will finally leave the gold-dust pure.—*Professor Austed, M. I. C. E.*

CHARACTERISTICS OF GOLD.

Gold can be distinguished by its relative weight or specific gravity, and by its relative hardness, from other bodies which resemble it. It is malleable generally as soft, completely malleable and flexible, but more accurately as softer than iron, copper, or silver, but harder than tin and lead. It is useful to know facts of the kind, as a simple experiment that can be made with instruments at hand, is often more valuable than a much more accurate examinati n requiring materials not immediately available. Thus, if it is found that specimens, (perhaps a small scale or spangle,) is readily scratched by iron, copper, or iron, and scratches tin and lead, it may, if of the right colour and easily rubbed into a mark, be fairly assumed to be gold.—*Professor Austed.*

THE LARGEST LUMP OF GOLD.

We believe the largest lump of gold ever found, to be that obtained in 1842, in the mines south of Miask, and now at St. Petersburg, the weight of which is no less than seventy-eight pounds avoirdupoise—its value, therefore, about £13,000.—*Professor Austed.*

GUN COTTON IN WARFARE.

It is stated that gun cotton was used, for the first time, in actual warfare, at the storming of Mooltan in the Punjab. The brilliance and breadth of the flash from the guns are described as of great intensity.

ALL THE UNIVERSE IN MOTION.

If, for a moment, we imagine the acuteness of our senses preternaturally heightened to the extreme limits of telescopic vision, and bring together events separated by wide intervals of time, the apparent rebellion reigns in space will suddenly vanish; one less state will be seen moving in groups in various directions; nebulæ wandering, condensing, are dissolving, like cosmical clouds; the sun by way breaking up its parts, and its veil rent asunder. In every point of the celestial vault, the scene of a magnificent dominion of progressive movement, as on the surface of the earth, where vegetation is constantly putting forth its leaves and buds, and unfolding its blossoms. The celebrated Spanish botanist Cavanilles, first conceived the possibility of "seeing grass grow," by placing the horizontal thermometer wire of a microscope, with a high magnifying power, at one time on the point of a bamboo shoot, and at another on the rapidly unfolding flowering stem of an American aloe; precisely as the astronomer places the cross wire on a culminating star. Throughout the whole life of physical nature—in the organic as in the mineral world—existence, preservation, production, and development, are alike associated with motion as their essential condition.—*Humboldt's "Cosm.s."*

HOW CHRONOMETERS ARE TRIED AT GREENWICH.

Chronometers offered to government for purchase are placed at the Royal Observatory, Greenwich, the first or second week of January, where they are ranged upon shelves round "the Chronometer Room," and each is daily compared with an astronomical clock, and its rate carefully noted. This is continued until the middle of July, during which time the temperature of the room is considerably varied: the windows are thrown open during six or seven of the coldest weeks, and for about an equal period the heat is raised 80° or 90° by fires, which are attended at intervals of two hours night and day; for the rest of the time the temperature is to remain in the ordinary temperature. This constitutes the usual trial: but for such Chronometers as are subjected to the extreme trial, an iron safe is provided over the stove, the mean temperature of which may be taken at about 120 Fahr.; and for the cold, they are placed out side a window on the north side of the building. The severity of both the ordinary and extreme trials with regard to the cold will, of course, vary in different years, according to the severity of the season.
—*Mr. Soreby.*

INSECTS AS REMEDIES.

Insects once occupied a place as important as herbs in the list of sovereign remedies. To take a Woodlouse or Millepedes, pestiferous, alive, and conveniently self-rolled for the occasion, was as common as to take a vegetable pill. Five gnats were administered with as much confidence as three grains of calomel. In an alarming fit of cholic, no visitor with a dram of peppermint could have been more cordially welcomed or swallowed than a ladybird. Fly-water was eye-water, and even that water shining monster, Hydrophobia, was urged to lap *aqua pura* by the administration of a dry cockchaffer. Like other dogs and drugs, these have all had their day in the world of medicine, but have left behind them that salutary hint, the *Cantharides*, or Spanish flies of Europe, and the *Melos Chicorei*, used by the natives of the Celestial Empire for the same purpose of drawing off terrestrial humours.—*Episodes of Insect Life.*

IMITATIVE GALVANISM.

Galvani, in the last century showed that convulsions ensued in a limb by simply bringing into connexion the muscles and nerves. In life muscles we have a nitrogenized material, which is acid; in the blood we have a nitrogenized material which is alkaline: the connecting part or material is animal matter. Mr. Jenner, F.R.S. says: "We may imitate such a combination, by using a solution of ferrocyanate of potash, a compound of iron, nitrogen, carbon, and potash, with a little alkali for one side, a solution of the red ferrocyanate for the other side, and connect the two with a solution of chloride of sodium, or common salt.—*Elements of Electro-Biology.*

REMARKABLE ACCUMULATION OF ICE.

When Captain Parry's ships, *Hecla* and *Griper*, were on their Artic voyage, the mouth of March set in mildly, (at their retreat in Winter Harbour,) so that the solid ice, which for some time had lined the ship's side, began to melt. It therefore became necessary to scrape off the coating of ice, on which occasion Captain Parry observed, what will, perhaps, be scarcely credited, that we this day (March 8) removed about one hundred buckets full, each containing from five to six gallons, being the accumulation which had taken place in an interval of less than four weeks; and this immense quantity was the produce chiefly of the seal's breath and of the steam of their victuals during meals."

MARINE LIST.

PORT of BUENOS AYRES

March 9.—Wind N.

Sailed, American barque Undine, 253 tons, A. Dunbar, for New York, despatched by Zimmermann, Frazier Co., with 2,005 salted ox and cow hides, 2,802 dry do. do., 472 bales and 14 serroons wool, 27,700 horns, 50 barrels rum.

American barque John H. Millay, 249 tons, H. W. Perkins, for New York, despatched by Zimmermann, Frazier & Co., with 1,500 salted ox and cow hides, 9,833 dry do. do., 5 bales hair, 19 do. wool, 15,000 horns.

American barque Roman, 296 tons, E. Smith, for Boston, despatched by Samuel B. Hale, with 776 salted ox and cow hides, 920 dry do. do., 1,922 do. horse do.,3,000 solas, 338 bales and 60 bags wool, 10 bales and 300 serroons hair, 2 bales calf skins, 35,622 horns, 377 grind stones.

Brazilian brig of war Capiberibe, 12 guns, Lieut. Juan Nepomuceno Menesses, for Montevideo.

March 10.—Wind S. E., in the afternoon changed to E., rain during the night.

Arrived, American barque Clintonia Wright, 221 tone, Raffle, from Rio Janeiro 27th February, in ballast, to Zimmermann, Frazier & Co.

French barque Camoens, 245 tons, Drouaux, from Havre 10th January, to Llavallol & Sons.

British brig Ada, 243 tons, J. Amy, from Cadiz 8th January, to De Lisle, Brothers & Co., with 153½ lasts salt.

British brig Ottawa, 000 tons, Urquhart, from St. John's, (New Brunswick) 27th December, to De Lisle, Brothers & Co.

Sailed, British brigantine Minalte, 193 tons, Charles Newman, for Liverpool, despatched by George Dowse, with 4,669 salted ox and cow hides, 18 bales wool, 11 do. hair, 20,300 bones, 3,725 horns, 6,000 horn tips, 136½ pipes and 424 boxes tallow.

French brig Automne, 193 tons, J. M. Nool, for Havre, despatched by Dunoyer & Co., with 1,187 salted ox and cow hides, 950 dry do. do., 100 lining hides, 607 dry horse do., 6¼ pipes and 55 boxes tallow, 173 bales wool, 10 half bales ostrich feathers, 2 bales hair.

French brig Courageuse Eugenie, 165 tons, Terrin, for Bucco, Marseilles & Cette, despatched by B. Herand, with 1,956 salted ox and cow hides, 50 dry do.

March 11—Wind S. E., fresh.

Arrived, British schooner Queen of the West, 159 tons, Stephen Tregarthen, from Lisbon 24th January, to Santamaria, Llambi & Cambaceres, with 298 moyos salt, 60 mats.

Danish brig Melitta, 100 tons, F. B. Moller, from New York 12th January, to Freyer Brothers.

Holstein brig Dorothea, 200 tons, H. N. Dewitz, from Memel 30th November, to Freyer Brothers.

March 12.—Wind N. E., in the afternoon changed to E.

Arrived, American barque Francis Partridge, 267 tons, E. Broughton, from Baltimore 13th January, to Zimmermann, Frazier & Co.

Sailed, H. B. M. packet Kestrel, 3 guns, Lieut. Henry Baker, for Montevideo and Rio Janeiro, with the mail for Falmouth.

Hamburg barque Merck, 325 tons, T. Valentin, for the West Indies, despatched by Zimmermann, Frazier & Co., in ballast.

French brig Omega, 222 tons, Noel, for Ensenada, to take in a cargo of mules for the Isle of France, despatched by Dunoyer & Co.

Spanish brig Eolo, 238 tons, Joaquin Parés, for Havana, despatched by Llavallol & Sons, with 3,450 quintals jerked beef, 60 dry ox and cow hides.

Norwegian brig Dorothea, 270 tons, P. Brun, for St. Ubes, despatched by Becher, Preuss & Co., in ballast.

March 13.—Wind N.N.E.

Arrive', Sardinian schooner Ninfa, 122 tons, José Barbero, from Buceo 12th inst., to Lezica & Co., with 16 barrels wines and sausages, 24 bales paper, 1 box and 1 package books, 2 boxes silks, 1 do. cigars,1 do. tools, 2 do. marble slabs 144 doubloons.

Passengers—9.

Sardinian schooner Nueva Carmen, 61 tons, Domingo Maccio, from Montevideo 12th inst.

Passengers—105.

Sailed, British barque Briton, 360 tons, William Mitchell, for the Cape of Good Hope, despatched by John Best & Brothers, in ballast.

Hamburg barque Cæsar & Helene, 230 tons, D. Steen, for Valparaiso and California, despatched by Bunge, Bornefeld & Co., with 20,585 feet pine lumber, 42 boxes preserved meat, 292 do. dried peaches, 6 pipes wine, 2 casks shoes, 18 paire lasts, 4 barrels peas, 20 do. biscuit, 60 boxes glass, 1 do. tools, 2 wooden benches, 1 do. house.

British barque Othello, 294 tons, J. Smith, for Queenstown or Falmouth, despatched by De Lisle, Brothers & Co., with 509 tons animal guano.

British brig Queen of the Tyne, 193 tons, Alexander Clarke, for Queenstown or Falmouth, despatched by De Lisle, Brothers & Co., with 194 tons animal guano, 200 lining hides.

Sardinian brig Giuseppe, 216 tons, Vasallo, for Genoa, despatched by José Avegno, with 4,000 salted ox and cow hides, 2,283 dry do. do., 19 bales and 1 seroon horse hair, 68 bales and 180 arrobas wool, 5,400 horns, 99 boxes tallow.

Spanish brig Filomena, 164 tons, Domingo Vidal, for Brazil and Cuba, despatched by Felix Buxareo, with 270 quintals jerked beef.

March 14.—Wind N.

Arrived, Brazilian steamer Continentiats, 137 tons, Justino Silva Coutto, from Buceo 13th inst., in ballast, to Ramon de las Carreras.

Passengers—33.

Sailed, Hamburg barque Amphitrite, 324 tons, J. J. Arends, for Buceo, despatched by Samuel B. Hale, with 109 bales, 114 boxes, 12 hogsheads, 90 casks, 74 crates and 87 kegs merchandize, 990 iron pots.

Norwegian barque Frishjof, 250 tons, H. T. Bentyen, for Hamburg, despatched by Otte, Rosenthal & Co., with 11,881 dry ox and cow hides, 2400 salted do., 1917 horns, 10 bales hair.

Oriental schooner Cid Campeador, 122 tons, Ramon G. Panasco, for Buceo, despatched by Ocampo & Risso, with 9000 feet pine lumber, 130 joists, 2 quintals nails, 1 pair scales, 48 half pipes wine, 32 hundred spalted staves, 46 boxes, 2 hogsheads & 1 cask merchandize.

Bremen brig Louise Cæsar, 142 tons, Martin, Wenke, for Boston, despatched by Zimmermann, Frazier & Co., with 1128 salted ox and cow hides, 12,398 dry do. do., 2000 horns.

National brig Regulus, 260 tons, H. Wenke, for Antwerp, despatched by Bunge,Bornefeld & Co.,with 2004 salted ox and cow hides, 2102 dry do. do., 234 bales wool, 9 do. hair, 2 boxes merchandize, 99½ pipes, 277 boxes and 137 barrels tallow.

March 15.—Wind N.E., in the afternoon changed to E.

Arrived, Spanish polacre Juanita, 214 tons, Juan Plat Isern, from Barcelona 19th December, Malaga 9th January, to E. Ochoa & Co., with 160 pipes, 50 half pipes and 100 quarter casks red wine, 332 quarter casks sweet and dry wine, 9 half pipes vinegar, 18 pipes aguardiente, 75 bales wrapping paper, 37 boxes cod fish, 18 bales matting, 20 bags hazel nuts, 14 bales twine, 40 barrels juniper, 40 boxes and 60 barrels red pepper, 10 do. almond oil, 4 bales and 10 boxes merchandize, 150 barrels olives, 42 bags garbanzos, 3 boxes leeches, 3 do.earthen figures, 8 quitars, 2500 Spanish dollars.

Spanish brigantine Cazador, 120 tons, Juan Roses, from Barcelona 3d January, to E. Ochoa & Co., with 133 pipes, 32 half pipes and 20 quarter casks red wine, 20 pipes aguardiente, 50 boxes soap, 100 bales wrapping paper, 50 bags hazel nuts, 500 strings garlic, 3 barrels red pepper, 13 bales matting, 2 boxes patent leather, 5 boxes and 4 bales merchandize, 1450 Spanish dollars.

Sailed, Hamburg brig Carl, 230 tons, Nicholas Boichmann,for Hamburg, despatched by Wedekind &Co., with 1000 salted ox and cow hides, 11,510 dry do. do.

The following are the manifests of the undermentioned vessels arrived last week—

"Ernest"—14 barrels red wine, 33 boxes furniture, 10 do. brandy, 4 do. locking glasses, 1 package instruments, 436 boxes merchandize, 80,000 tiles, 120 boards, 3 boxes silks, 4 do. books.

The National steamer Carlota has undergone a thorough repair and has been handsomely painted. She now lies alongside the mole at the Boca, thus affording great facilities to those who may be attracted by curiosity to see her without the inconveniences often attendant on excursions on the river.

The French brig Adirenne Marie having been condemned as not seaworthy, has been erased from our list of vessels in port.

The British brig Victoria, Whit, master, which sailed from off the harbour on the afternoon of the 8th, with a cargo of guano for Liverpool, grounded on the English Bank on the night of the 8th inst. Immediately after grounding she sprang a leak. At day break on the 9th Captain Whit despatched the mate for this port in a boat in order to obtain aid; but yesterday morning, the vessel being nearly filled with water, the crew would stay no longer on board, Captain Whit being consequently obliged to abandon her, which he did with the crew and arrived here yesterday at noon.

After acquainting the Consul the Captain applied for aid to the Commander-in-chief of this station. We learn that no lives have been lost. The vessel is supposed to be a total wreck.

(Montevideo *Comercio*, March 11.)

SHIPPING MEMORANDA

ARRIVED AT GRAVESEND.

Jan. 2, William Bayley, Teasdale, hence 15th October.

Dec. 7, Susan, Law, hence 3rd October.

" 6, Alice, Tocque, hence 26th September.

AT ANTWERP.

Dec. 10, Plata, Brorsen, hence 4th August.

" 14, Concordia, Brock, " 18th Sept.

" 19, Eliza, Bircher, " 30th "

" 31, Maria Sophia, Van Gyzel. hence 21st October.

AT HAVRE.

Dec. 6, Paquebot de la Plata, Cugneau, hence 20th October.

AT MARSEILLES.

Dec. 21, Consalacione, Rossi, hence 19th Sept.

AT GENOA.

Dec. 16, Union, Costa, hence 7th September.

AT CETTE.

Dec. — Caraquena, Degrand, hence 13th Sept.

AT QUEENSTOWN.

Dec. 30, Gauntlet, Presley, hence 2d October.

AT PLYMOUTH.

Dec. 7, Melody, Hooper, hence 5th October.

AT LIVERPOOL.

Dec. 7, Achilles, Langlois, from Buceo 6th October.

AT SAN FRANCISCO, CALIFORNIA.

Oct. 12, Prins Carl, Tarras, hence 15th July.

" 30, Conrad, Harms, hence 14th June.

AT BOSTON.

Jan. 3, A. Hayford, Smith, hence 31st October.

AT HAVANA.

Nov. 28, Peps, Pablo, hence 25th September.

" 29, Pablo, Sensat, hence 12th October.

Dec. 3, Sufrida, Font, " 22d September.

" 6, Tomas, Roses, " 25th "

AT MATANZAS.

Nov. 25, Empremedor, Molins, hence 19th September.

Loading at New York for Buenos Ayres on the 12th January—

Brig Nautilus, Stephens.

Merchant Vessels from sea in the Port of Buenos Ayres on the evening of 14th inst.

National	8
British	49
American	13
Danish	7
French	21
Hamburg	6
Spanish	19
Brazilian	1
Sardinian	13
Hanoverian	1
Swedish	3
Lubeck	1
Prussian	7
Bremen	7
Roman	1
Norwegian	6
Russian	2
Belgian	1
Dutch	1
Tuscan	1
Neapolitan	1
Holstein	1
	170

THERMOMETER in the Mirador of the Commercial Rooms—

Saturday	74
Sunday	74
Monday	70
Tuesday	69
Wednesday	72
Thursday	77
Friday	78

BIRTH.

On the 6th inst., Mrs. David Suffern, of a son.

DIED.

At San Isidro on the 13th inst., General Don Juan Martin Puyrredon, formerly Supreme Director of the Argentine Republic.

Advertisments.

Shipping List
OF
John Higinbotham, Licensed Ship Broker.

For London.

British brig PANOPE, 231 tons, W. Ward, commander. Has only room for fifty tons of salted hides, and will be despatched within twenty days.

Consignees Messrs. J. C. Thompson & Co.

British brig CRESSWELL, 203 tons, W. Algar, commander. Has three-fourths of her cargo on board, and only short about forty tons of salted hides to complete her loading.

Consignee George Dowse, Esq.

British brig JESSICA, 134 tons, T. Morel, commander. Has all her cargo engaged and shipping, and will be despatched within thirty days. This vessel is unequalled by any other vessel in the Port, and is very recommendable for passengers.

Consignees Messrs. De Lisle Brothers & Co.

FOR LIVERPOOL.

British brig CREOLE, 286 tons, James P. Avery, commander. Has disengaged room for salted hides and a few tons of light freight, and is warranted to have quick despatch.

Consignees Messrs. John Best & Brothers.

British barque ISABELLA, 226 tons, Samuel Herbert, commander. Has only disengaged room for about 50 tons of light freight and will be despatched within twenty days.

Consignee James Carthy, Esq.

FOR
Cork or Falmouth.

British brigantine AGNES, 185 tons, W. W. Nichols, commander. Will sail in the course of a week and has only room for passengers.

Consignees Messrs. J. C. Thompson.

British barque LUCK, 232 tons, T. De Grouchy, Commander. Will sail in the course of thirty days, and has only room for passengers.

Consignees Messrs. De Lisle Brothers & Co.

British brigantine SFY, 170 tons, C. Blampied, commander. Will sail in the course of a month, and has only room for passengers.

Consignees J Galt Smith & Co.

For London or Liverpool.

British brig XARIFA, 208 tons, F. Le Rossignol, commander. Will be despatched in the course of fourteen days, and has only room for passengers.

Consignees Messrs. Edward Lumb & Co.

For Valparaiso.

British brig JAMES RAY, 230 tons, J. Couche, commander. Will sail in the course of ten days, and has only room for passengers.

Consignees W. H. Henzell, Esq.

For Freight or Charter.

British brigantine ZANTE PACKET, 190 tons, Brenan, commander. Built in Southampton, and classed at Lloyd's A. 1. for 10 years; is known as one Mediterranean as one of the finest and fastest vessels in the trade.

Consignee Samuel Hesse, Esq.

British brig WILLIAM TUCKER, 165 tons, J. W. Good, commander. British built and classed A. 1. at Lloyd's for 12 years, is a remarkable fine and fast vessel and a small carrier.

Consignees Messrs. J. C. Thompson & Co.

British brigantine HARIOT, 161 tons, F. Esnouf, commander. Jersey built and classed on the first letter at Lloyd's, is well known in the trade as being a superior little vessel.

Consignees Messrs. De Lisle Brothers & Co.

For Havre de Grace.

French brig ROITELET, 247 tons, Huet, commander. Has disengaged room for a few tons of light freight, and is now loading.

Consignees Messrs. De Lisle Brothers & Co.

French brig DASH, 240 tons, Giron, commander. Has half cargo on board, and still room for salted hides and light freight.

Consignees Messrs. De Lisle Brothers & Co.

French barque JOSE, 206 tons, Schmidt, commander. Has a considerable portion of her cargo engaged, and will meet with quick despatch.

Consignees Messrs. Braize Despouy.

French barque UNIVERSEL, 267 tons, Du Cormier, commander. Having all her salted hides engaged & shipping along with 7000 dry hides, is only wanting a few tons light freight, and being one of the Packets of the line will meet with quick despatch.

Consignees Messrs A. Dunoyer & Co.

For Bordeaux.

French ship VIRGINIE GABLIELLE,253 tons, Berthelot, commander. Having nearly all her cargo engaged and shipping, and only requires a few tons of light freight.

Consignees E. Ochoa & Co.

For Marseilles.

French polacre barque BANARE, 177 tons, Martin, Commander. To sail on the 10th March and has good accommodation for passengers.

Consignee M. La Place, Esq.

French barque PRINTEMPS, 220 tons, Touchet, commander. Has only room for a few tons of light freight.

Consignee B. Herand, Esq.

FOR MARSEILLES & CETTE.

French barque ST. JACQUES, 251 tons, Lemarsquier, commander. Has still disengaged room for from 4 to 5,000 dry hides or bales and will have quick despatch.

Consignees Messrs. Zumaran & Tressera.

For Antwerp.

Argentine brig DORCE, 255 tons, Schaffer, commander. Has three fourths of her cargo on board and only disengaged room for 2,000 dry hides.

Consignees Messrs. Otte, Rosenthal & Co.

Prussian barque DINTER, 339 tons, Neuman, commander. Is now loading, and has on board and engaged a considerable portion of her cargo and being a chartered vessel will be quickly despatched

Consignees Messrs. D. Calvo & Co.

All the above vessels are first class at Lloyd's, have good accommodations for passengers and are in every respect, most desireable conveyances.—For further particulars please apply to their respective consignees, or to

John Higinbotham,
Licensed Ship Broker,
1st March, 1850. No. 30, Calle Bacenguela.

MERCHANT VESSELS

FROM SEA IN THE PORT OF BUENOS AYRES ON THURSDAY LAST.

For arrivals and sailings of Friday see Marine List.

Date of Arrival.	Vessels and Captains Names.	Tons.	Consignees.	Destinations, &c
	NATIONAL.			
Sept. 23	Brig Dos Amigos, Quaderni	137	José Coelho Meyrelles	
" 20	Brig Guillermo, Christian F. Wngneyer	217	Deetjen & Hughes	Antwerp.
October 4	Pilcaro Italia Union, Nicolas Berenger	121	Manuel Quintana	
" 22	Brigantine Victor, Vicente Grana		Bernardo Delfino	
Novem. 11	Brigantine General Rosas, Juan Meuke	320	Casares and Sons	
" 23	Brig Jorge, Schaffer	235	Otte, Rosenthal and Co.	Antwerp
Feb. 19	Brig Don Pedro, Mesurdieck	196	Vicente Casares and Sons	
" 21	Brig Narcisa, Martin	236	George Rick & Co.	
	BRITISH			
Sept. 2	Barque John Tomkinson, Williams	294	James Carthy	London.
" 14	Barque Mercantio, William Sowell	241	Bates, Stokes and Co	Liverpool
" 27	Brig Greaves, James Philip Avery	236	John Best & Brothers	Liverpool.
Octob. 4	Barque Cresswell, William Algar	203	George Downes	London.
" 13	Brig Pampas, William Ward	203	James C. Thompson & Co	London.
" 14	Brig Xarifa, F. De Rossignol	205	Edward Lumb and Co	England.
January 1	Barque Commodore, Thomas Asplet	258	Nicholson, Green & Co	Liverpool.
" 3	Brig James Ray John Couche	237	W. H. Heinzell	Valparaiso.
" 4	Barque Beau Grand, Robert McCarthey	261	Nuttall & Co	
" 8	Barque Isabella, Samuel Herbert	221	James Carthy	Liverpool.
" 5	Brigantine Spy, George Blandford	190	John Gall Smith and Co	England.
" 7	Brig George & Richard, Nicholls	196	Charles R. Horne	
" 8	Brig Water Witch, William Smith	157	Ambrosio Placido Lezica	England
" 8	Brig Peru, James Carty	199	John Best & Brothers	West Indies.
" 9	Barque Good Luck, T. De Grouchy	231	De Lisle, Brothers & Co	England
" 12	Brig Wilson, John Sloup	176	Philips, Tomkinson & Co	Do.
" 16	Barque Argentina, Ralph Morton	249	Parlane, Macalister & Co	Liverpool
" 16	schooner Elizabeth, L. Thomas	143	Briscoe, Steward and Co	Museo and England
" 19	Brig Beatrix, Robinson	205	Nuttall & Co	Valparaiso.
" 22	Schooner Zuzia Packet, Patrick Brenan	117	Samuel Hesse	
" 22	Barque Alexander Robertson, M Lachlan	299	Nicholson, Green and Co	London.
" 23	Brig Jessica, Thomas Morel	191	De Lisle, Brothers & Co	London
" 28	Brig William Tucker, John W. Good	164	James C. Thompson	
" 28	Barque G. F. D., R. Llewellyn	332	To order	
" 29	Barque Alexander, Richard Kelly	248	Briscoe, & Co	Liverpool.
" 4	Brig Festa, Richard Bird Pringle	192	Barber & Orr	London.
" 9	Brigantine Bulkan, Charles T. Slomon	229	Bates, Stokes & Co	Valparaiso.
" 10	Brig Libra, James Moir	199	Edward Lumb and Co	
" 10	Brig Constellation, Alexander Shewan	196	Parlane, Macalister and Co	
" 10	Brigantine Louisa, John Pallot	173	Phillips, Tomkinson and Co	
" 11	Brigantine Light of the Haven, J. Stevenson	208	Egg, Krutsch & Co	
" 11	Brig United, J. P. Renouf	193	James C. Thompson	
" 11	Brig Kestrel, George Wallace	181	To order	
" 12	Brig Maid of the Mill, Wilson	232	George Dow &	
" 12	Brig Catherine Evans, George Dow	263	Bayley Brothers	
" 13	Brig Venilia, William Martin	245	R. and J. Carlisle	
" 13	Brig Carribeen, Carlton	245	John Best & Brothers	Liverpool.
" 14	Brig Wilton, Wood, Matthew Russell	280	Hughes, Brothers	England.
" 14	Barque Minstrel, Richard Kelly	265	Thomas Armstrong	
" 15	Barque Inca, William Bousse	180	De Lisle Brothers & Co	England
" 15	Brigantine Harriet, L. Francis Goood	99	Elia & Ramos	Buceo.
" 15	Barque Sabina, John Cousins	190	De Lisle Brothers & Co	
" 16	Brigantine Paraguay, Cornish	113	De Lisle Brothers & Co	
" 17	Brig Emmanuel Boutcher, Richard Farmer	217	Brownell's & Co	
" 21	Brig Chase, Norrie	217	Charles R. Horne	
" 26	Brig Ann Cary, Francis Davis	199	R. and J. Carlisle & Co	
March 4	Brigantine Proponis, Thomas Barnes	253	Nuttall and Co	Salado and England
" 10	Brig Ada, J. Amy	243	De Lisle Brothers & Co	England
" 10	Brig Ottowa, Urquhart	200	De Lisle Brothers & Co	
" 11	Schooner Queen of the West, S. Tregarthen	159	Santamaria, Llambi la Cambaceres	Do.
	AMERICAN.			
Decem. 12	Ship Forrester, Parker	427	Zimmermann, Frazier & Co	New York.
" 25	Barque Muskingum, Richard Crockett	248	Adolfo Mancilla and Co	West Indies
January 4	Barque Oceanus, John Green	425	O. J. Hayes and Co	Boston.
" 22	Brig Sophia, Charles Wyman	175	Adolfo Mancilla and Co	
" 22	Barque Oliver J. Hayes, Francis Scott	413	O. J. Hayes & Co	
" 27	Brig Chickasaw, J. Williams	171	Samuel B. Hale	
" 27	Brig Margarets, Daniel Marshall	192	Zimmermann, Frazier & Co	
" 12	Brig-mine Cohansey, J. G. Upham	193	Zimmermann, Frazier & Co	
" 13	Brig Nogars, L. Harding	196	O. J. Hayes and Co	
" 13	Barque John Murray, W. Lollis	299	E. Ochoa & Co	
" 17	Ship Taima, J. Lewin	296	Daniel Gowland & Jo	Boston
" 10	Barque Gleneis, Wright, Ruffle	231	Zimmermann, Frazer & Co	
	Brig Francis Caroline, E. Broughton	267	Zimmermann, Frazier & Co	
	FRENCH.			
Novem. 25	Brig Rottelet, Anset	247	De Lisle Brothers and Co	Havre.
Decem. 4	Barque St. Jacques, Lemarsequier	215	Zumaran & Tresserra	Marseilles & Genoa
" 16	Barque Printemps, Touchet		S. Herand	Marseilles and Cette
January 3	Ship Eugenie, Beauvais	313	E. Ochoa and Co	
" 4	Ship Virginie Gabrielle, Horibelot	253	E. Ochoa & Co	Bordeaux.
" 4	Barque Ouvrael, Dominique	268	Dubruyer & Co	Havre.
" 5	Brig Marie Angelique, Lestimbre	164	Llavallol and Sons	
" 9	Polacra barque Banaré, M. Louis	171	M. Lapiane	Marseilles.
" 11	Barque Soliau, Lemaire	227	Manuel Aguirre	Havre
" 13	Polacra Felicie, Vaillard		Eug. Krutsch and Co	
Feb. 9	Brig D'Assas, Giron	240	De Lisle, Brothers & Co	Do.
" 10	Barque Guarani, Felix Lirche	234	E. Ochoa and Co	Do.
" 11	Barque Paris, Desnoyez	340	To order	
" 12	Brig Emilia Felix, Berbo	211	Apostegui	
" 12	Barque Henri et Louise, Paul Gautier	195	S. Herand	
" 12	Brig Forrister, Papalan	193	Manuel Lopez	
" 12	Barque José, Schmidt	206	B as Despouy	Do.
" 13	Brig Phoenix, Blanchard	159	Louis Dupeaurrage & Co	
" 18	Brig Frederic Eugenie, Bronzon	107	Toisserence Vallat	Do.
March 6	Barque Ernest, Bougot	240	E. Ochoa & Co	
" 10	Barque Cameens, Bronizet	234	Llavallol and Sons	
	SPANISH			
October 18	Barque Elisa, José Roldos	228	Antonio Romaguera	Havana.
Novem. 19	Barque Ines, Juan Raimundo	235	Santa Maria, Llambi & Cambaceres	Spain.
Decem. 1	Brig Martin, Francisco Fagionda	198	Zumeran and Tresserra	Cadiz and Malaga
" 9	Brig Esperanza, P. dro Guardiola	190	Llavallol and Sons	
" 11	Brig Juanito, José Romaguera	151	Diego Calvo and Sons	
" 15	Ketch Argos, Francisco Argenté	142	Felipe Senillosa	Spain.
January 1	Brig Adalayado, Pedro Marinani	265	Felix Buxareo	Havana.
" 4	Barque Maria de las Flores, Miguel Font	238	Zumeran & Tresserra	Spain.
" 8	Brig Cacique, S'esstre Asnitch	160	Narciso Martinez & Sons	
" 9	Polacra Rosita, Osuna Ch reza	230	E. Ochoa & Co	
" 25	Brig Segunda Monica, José Conill	234	Felipe Senillosa	
Feb. 10	Barque Celestina, Juan Sensat	254	Llavallol and Sons	
" 12	Polacra Deseada, José Esparer	150	Llavallol & Sons	
" 12	Barque Peregrina, Pablo Julia	201	Diego Calvo and Sons	
" 12	Brig Bernardo, José Fontredona	200	Felipe Senillosa	
" 13	Barque Union Compostelana, Pedro G. Uran	191	Llavallol and Sons	
" 13	Brig Merced, Largo Cabeza	187	Felipe Senillosa	
" 26	Brig Descubierta, Jacinto Llenas	172	Llavallol & Sons	
March 7	Polacra Pezinca, Agustin Austrich	162	Narciso Martinez and Sons	
	SARDINIAN.			
Novem. 4	Polacra Caballo Bianco, Francisco Avegno	142	José Avegno	Genoa.
Decem 31	Barque Maria Luisa, Julio Tiscorria		Jacinto Caprile	Genoa
January 1	Zumaran Socre Familia, Stefano Cassingena	34	José Avegno	
" 7	Polacra Ercole, Miguel Raggio	142	B. Valle	Genoa.
" 22	Polacra Carolina, Pedro Avegno	203	José Avegno	Genoa
" 22	Barque Speranza, Manoel Federico Scotto	232	Adolfo Mancilla and Co	
" 23	Brig La Citadi Milano, Juan B. Oreolo	189	Llavallol and Sons	Genoa.
" 27	Brig Ed Davide, Steffano Sellasco	198	Pastorezo, Piaggio and Co	
" 28	Brig Hidra, Juan Bautista Antola	139	Jacinto Caprile	
Feb. 10	Polacra Teodro Partuso	217	Zimmermann, Frazier & Co	
" 12	Polacra Cnisca, Francisco Sarzolo	237	José Avegno	
" 15	Brig Camilla, Pedro Antonio Ferraro	142	Adolfo Mancilla and Co	
" 25	Schooner Diana, Semiglia	143	Manuel Acevedo Ramos	
	PRUSSIAN.			
January 1	Brig Grafin von Bunnard, Frederick Kell	210	Bunge, Bornefeld & Co	Antwerp.
" 5	Brig Dido, G. Malcow	306	Egg, Krutsch & Sons	Brazil.
" 5	Barque Dinter, Charles Gustavus	238	Diego Calvo & Sons	Antwerp.
" 23	Brig Heinrich von Sagern, C. Altenburg	227	Freyer, Brothers	New York.
" 27	Barque Wilhelm, Schultz	245	Lezica & Co	
" 28	Barque Henry von Blumer, Dorie	210	Bunge, Bornefeld & Co	
Feb. 13	Barque Richard Cowie, Benjamin Kaiff	350	Vicente Casares and Sons	Panama.
	TUSCAN.			
Feb. 20	Brigantine Romulo, Descurrich	121	Piaggio, Pietranera & Co	
	BELGIAN.			
Decem. 14	Brig Plante, Knudsen	240	Zumaran and Tresserra	Antwerp.
	NEAPOLITAN.			
Feb. 14	Brig Italia, Antonio Castellano	361	Corti, Francischelli and Co	Do.
	HOLSTEIN.			
March 11	Brig Dorothea, H. N. Dewitz	200	Freyer Brothers	
	ROMAN.			
Novem. 2	Brigantine Morrezea, Seraphin Morteo	122	L. Morich	
	BRAZILIAN.			
Feb. 16	Brig Maria, J. Dias de los Placeres	272	José Coelho Meyrelles	
	HANOVERIAN.			
Novem. 28	Brigantine Otto, Agustus E. Steffen	130	J. N. Bieber & Co	Hamburg
January 4	Barque Alma, H. Wulff	240	Freyer Brothers	

	SWEDISH.			
January 1	Brig Angantyr, A. N. Sandstrom	190	Wedekind & Co	Hamburg.
Feb. 2	Schooner Gadion, C. T. Greff	150	Becher, Freuss and Co	Rio Grande.
" 27	Brig Frithiof, Arbusan	314	Egg, Krutsch & Co	Brazil.
	HAMBURG.			
January 8	Barque Endora, D. Schoss	351	Bunge, Bornefeld & Co	
" 11	Barque Maria, C. Bahr	200	Wedekind & Co	Rio Janeiro.
" 19	Brig August & Henry, C. H. Petzerlein	164	Freyer Brothers	
" 16	Brig Adolph, H. Bohn	188	Otte, Rosenthal and Co	
Feb. 10	Ship Heinrich, Boye	350	Zimmermann, Frazier & Co	
" 14	Ship Ocean, Fokken	350	Llavallol and Sons	Valparaiso
	NORWEGIAN.			
Novem. 27	Barque Orion, Julien	367	Vicente Casares & Sons	Cape de Verds.
" 28	Barque Celeritas, H. Stang	278	Zimmermann, Frazier & Co	St. Ubes.
" 30	Brig Nephew, Backer	240	Egg, Krutsch and Co	New York.
January 12	Brig Freys, E. T. Lund	170	Freyer Brothers	Continent.
Feb. 10	Barque Dumbarg, Andersen	418	Vicente Casares and Sons	
" 17	Brig Aurora, Sonnesen	167	Charles R. Horne	
	RUSSIAN.			
Decem. 7	Galliot Anna, W. Kattenen	130	Freyer Brothers	Hamburg.
Feb. 17	Brig Plata, J. B. Baring	302	To order	
	DANISH			
July 30	Brig Ida and Emma, E. Diedrichsen	155	Charles R. Horne	
January 4	Brig Louisa, N. L. Ibberg	123	Otte, Rosenthal & Co	Continent.
" 12	Brig Ocean, O. F. Drescher	175	Ambrosio Placido Lezica	
" 27	Brig Fortuna, Jacobsen	209	Samuel H. Hale	
Feb. 13	Brig Delphin, B. P. Tuli	182	Tremoulet and Co	
" 23	Brigantine Louise, N. Petersen	155	Egg, Krutsch & Co	Nt.v York.
March 11	Brig Mellita, P. E. Holier	159	Freyer Brothers	
	BREMEN.			
Decem. 13	Barque Creole, Henry Wessels	177	Zimmermann, Frazier & Co	Boston.
" 16	Brig Don Quixote, J. G. Oest	165	O. J. Hayes & Co	St. Catalina.
January 5	Barque Lessing, Heinrich Friedrichs	256	Bunge, Bornefeld & Co	New York.
" 8	Brig Courier, John Havighorst	180	Deetjen & Hughes	Antwerp.
Feb. 12	Barque Pama, Payseken	440	To order	New York.
" 12	Brig George Delius, J. G. Hindrichsen	240	Becher, Freuss & Co	
" 15	Brig Phœnix, Diercks	220	Eberhard and Co	
Decem. 15	Galliot Anino, T. Brue	137	Zimmermann, Frazier & Co	Guinea.
Feb. 16	Brig Witte Leeuws, J. F. Bradt	172	Calvo and Sons	

Charles R Horne,

Licensed Ship Broker,

No. 55, Calle La Reconquista,

OFFERS THE FOLLOWING FIRST CLASS VESSELS.

For LONDON—The very fast sailing Red Star, British built barque "John Tomkinson," of 295 tons, capt. William—has room for light freight and will sail within a few days—has good accommodations for passengers.

James Carthy, Esq., Consignee.

For LIVERPOOL—The well known, superior A. I. British built barque "Mercutio" of 244 tons, Bowell, master—has all her cargo on board, save a few salted hides and light freight, and will have room for despatch. Her accommodations for passengers are superior.

Messrs. Bates, Stokes & Co., Consignees.

For LIVERPOOL—The regular trader and very fast sailing A. I. British built barque "Commodore," of 258 tons, capt. Thomas Asplet, has only room for about 1000 wet salted hides and some light freight; and can accommodate passengers in first class style

Messrs. Nicholson, Green & Co., Consignees.

For VALPARAISO—The very superior, fast sailing A. I. British built brig "Libra" of 294 tons, Ivey, master, will take cargo on freight, on moderate terms and has superior cabin and steerage accommodations for passengers.

Messrs. Bates, Stokes & Co., Consignees.

For Passengers Only.

For FALMOUTH—The superior A. I. British built brigantine "WATER WITCH" of 157 tons, Smith, master—has excellent accommodations, and will sail in a few days.

Señor Dn. A. P. Lezica, Consignee.

For NEW YORK—The very fast sailing A. I. Danish brigantine "LOUISE," of 151 tons, capt. N. Petersen, can accommodate cabin passengers, and will sail within a fortnight.

Messrs. Egg, Krutsch & Co., Consignees.

For Freight or Charter.

British.

The very fast sailing A. I. British built iron barque "G.F.D." of 356 tons, capt. R. Llewellyn, of a very light draught of water, and ready to receive cargo on board.

Messrs. T. Duguid & Co., Consignees.

The superior A. I. British built brig "George & Richard," of 198 tons, Nicholls, master—now ready for cargo.

The very fast sailing A. I. British built brig "Maid of the Mill," of 232 tons, Wilson, master—will be ready for cargo in a few days.

Messrs. T. Duguid & Co., Consignees.

The very fine fast sailing A. I. British built brig "CARRIBEAN," of 245 tons, capt. J. Cockton—ready for cargo.

Messrs. R. & J. Carlisle & Co., Consignees.

The well known in the trade, A. I. British built brig "Emanuel Boutcher" of 217 tons, Capt. W. Farmer, will be ready for cargo within a week.

Messrs. Piaggio and Co., Consignees.

The remarkably fast sailing A. I. British built brig "CHASE," of 218 tons, capt. George Norrie, will be ready to receive cargo within a fortnight, and will accept a charter for say port, on moderate terms.

American.

The very fast sailing, superior first class, coppered and copper, fastened barque "*John Murray*," of 295 register tons, capt. William Lull—is now ready to take cargo on board and will take freight, or accept a charter for say port.

Messrs. E. Ochoa & Co., Consignees.

Lubeck.

The superior fast sailing coppered and copper fastened, new, first class barque "*Alma*," of 240 tons, Wulff, master, is ready to receive cargo on board.

Messrs. Freyer Brothers, Consignees.

Norwegian.

The very fine, fast sailing coppered and copper fastened, first class brig "*Aurora*" of 167 tons, *Lorenzen, master*—has ballast on board & can load immediately.

Danish.

The first class and very superior, coppered and copper fastened brig "*Ida and Emma*" of 155 tons, Diedrichsen, master—ready for cargo.

The excellent, fast sailing, first class, coppered and copper fastened brig "*Ocean*" of 175 tons, Drescher, master—ready for cargo.

Señor D. A. P. Lezica, Consignee.

The very fast sailing, first class coppered and copper fastened brig "*Delphin*" of 180 tons, Juhl, master—will be ready for cargo in a few days.

Messrs. Treussen & Co., Consignees.

Prussian.

The very superior first class, coppered and copper fastened barque "*Wilhelm*," of 245 tons, Schultz, master, is now ready to receive cargo

Sr. D. A. P. Lezica, Consignee.

National.

The well known A.1. coppered and copper fastened brig "*Narcisa*," of 236 tons, capt. Martin—famous for her excellent condition in which she has always delivered her cargoes.

Messrs. George Rick & Co., Consignees.

The very fine small carrying A. I. coppered and copper fastened brig "*Don Pedro*" of 180 tons, capt. Maurderick—a very eligible little vessel.

Messrs. V. Casares & Sons, Consignees.

For further particulars concerning the foregoing vessels, application may be made to their respective consignees, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 Calle la Reconquista.

March 8, 1850.

FOR LIVERPOOL,

The very superior, well-known A. I. British built

PLATA,

per register 248 tons,

Richard E. Pringle, Master,

Is now ready for cargo, and having a considerable part engaged, will have fair despatch. She has excellent accommodations for passenger, and has still room, in her cabin, disengaged.

This vessel enjoying the best reputation for the good order and regularity in which she has invariably delivered her cargoes, offers an excellent opportunity to shippers.

Apply to the Consignees Messrs. Briscoe & Co.,or to

Charles R. Horne,
Licensed Ship Broker,
No. 55 calle la Reconquista.

March 16, 1850.

For New York.

The very superior, new, and very fast sailing A. I. British built

FAMA,

Barthen 445 tons per register,

Peyeken, master,

Bound by contract to sail on or before the 3d day of April, and will take on freight, on moderate terms, any cargo which may offer, and which can be shipped immediately.

This very superior vessel, has first-rate accommodations for Passengers, having been fitted up expressly for the purpose of carrying passengers, and being a very fast sailer, is a most eligible conveyance.

For further particulars, apply to the consignee, or to Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle Reconquista.

March 16, 1850.

For London.

The remarkably fast sailing, and in every respect most superior, copper-built brigantine

BALKAN,

of 193 tons, new measurement,
class'd A. 1. at Lloyd's for 13 years,
Charles T. Sloman, master.

This splendid vessel is not surpassed in material, good qualities, by any other in these Roads, and is now on her first voyage. She is an exceedingly small carrier, and having from one half to two-thirds of her cargo engaged, will have very quick despatch.

The "Balkan" has excellent accommodations for gentlemen or ladies in her cabins; and those desirous of making a pleasant and short passage, would do well to avail themselves of this opportunity.

For terms of freight or passage, application to be made to Capt. Sloman, to the Consignees Messrs. Barber & Orr, or to

Charles R. Horne,
Licensed Ship Broker,
No. 55, Calle la Reconquista.

March 16, 1850.

Capt. N. Petersen, of the Danish brigant ne Louise will not be responsible for any debts can racted by his crew.

Boxes for Tallow.

Of the best description, may be had at reasonable prices at No. 104 Calle de Salpeicha. The boards where of the boxes are made being sawn by machinery have the advantage, from the undeviating precision in the size of the respective parts, and perfect squareness and smoothness at the ends, of adhering more closely at the joints than those generally in use, thus rendering the box undoubtedly stronger and the joints closer. They may be also had loose, which will facilitate their conveyance to a distance and will be a saving to the purchaser, as any lad can nail them together. They can be made any size to suit the purchaser.

For Sale,

On reasonable terms, the Livery Stables situated in the Calle de Cuyo, No. 6, including the Public House and fixtures, in the Calle de Mayo, No. 774. Any party interested in the above, may apply for further particulars at the Stables.

Feb. 22, 1850.

For Sale,

At HENRY DOWSE'S Timber Yard, *No. 184 Calle Belgrano*, two squares from the Plaza Monserrate, at moderate prices, viz:

American Pitch and Tar.
" Pine Boards from ¼ to 1¼ in.
" " Plank " ¾ to 4 in. every long.
" " Joists, all thicknesses, from 11 to 30 feet long.
" " Tallow Boxes, very superior.
" " Shingles sawed and split.
" Birch Joists 3 by 3. 3 by 4. and 4 by 4.

A quantity of pickets or sheep railings.
Ash Plank.
Russian pine boards, 1 in.
" " Plank, 3 by 9, 3 by 11, from 7 to 23 feet long.
" " Battens 2½ by 7, to 3 by 8, from 6 to 20 feet long.
" " Joists 3 by 3 to 3 by five.
Palmas Corcutinas.
Uruguay Beans.
Iron hoop from 1 to 3 in., Roman cement, &c. &c.

Britannia Hotel,

No. 22, CALLE PARQUE.

AUGUSTUS BARTIN, with many thanks to his numerous friends and patrons, and the public generally for past favours and support, has great pleasure in announcing that he has opened an Hotel at No. 22, Calle Parque, where families and single gentlemen can be accommodated with well-ventilated and commodious apartments on the most reasonable terms.

With a view to the greater convenience and comfort of his visitors he has spared no expense in furnishing the rooms in the most *recherché* style and as regards external appearance it will be admitted to be second to none in the city.

His domestic arrangements also, and attendance, will be conducted on the most approved system.

A daily ordinary will be served precisely at 3 o'clock p.m.

Wines and liquors of all descriptions of the very best possible quality.

SHIPPING LIST.

For Valparaiso.

Hamburg ship *OCEAN*, 350 tons, (A.1.) Capt. Fokkes, can receive freight and cabin passengers. Consignees Messrs. Llavallol & Sons.

For Antwerp.

PASSENGERS ONLY.

The Norwegian brig Nejaden, 140 tons, Capt. Baker. Consignees J. N. Bieber & Co.

For New York,

The Prussian brig HEINRICH VON GAGERN, A. 1. of 200 tons, Capt. C. Altemberg, has two-thirds of cargo engaged, and can still admit freight. Consignee Messrs. Freyer Brothers.

For Boston.

The first-class American barque *OCEANUS*, A. 1., of 242 tons, Capt. J. Green, has yet room for dry hides and bales—Consignees Messrs. O. J. Hayes & Co.

For London,

The British barque *ALEXANDER ROBERTSON*, A.1. of 999 tons, Thos. Mc'Lachan, master, can admit on freight salted hide and tallow—Consignees Messrs. Nicholson, Green & Co.

For New York.

The American ship *FORRESTER*, A.1. of 497 tons, Capt. Parker, can take freight and passengers—Consignees Messrs. Zimmermann, Frazier & Co.

For Havre de Grace.

The French barque *SULTAN*, A.1. of 227 tons, Capt. F. Dussuy, admits cargo and passengers—Consignee Manuel Arrotea, Esq.

FOR ANTWERP.

The Bremen brig *COURRIER*, A. 1. of 160 tons, (under the National flag) Capt. Havighorst, can admit cargo and passengers—Consignees Messrs. Visser, Destjen & Hughes.

FOR HAMBURG.

The Russian galliot *ANNA*, A.1. of 130 tons, Capt. Hansen, can take a small quantity of freight —Consignees Messrs. Freyer Brothers.

For CADIZ, MALAGA & BARCELONA—

The Spanish brig *MARTIN*, of the first-class, 189 tons, Capt. Flaquer—can admit cargo and passengers—Consignees Messrs. Zumaran & Tresserra.

FOR

San Francisco, California,

—Touching at Panama—

The new fast sailing A.1. Prussian barque *RICHARD COWLE*, 360 tons, capt. Kalf This vessel has splendid accommodations for cabin passengers, and will meet with quick despatch.

For the above, apply to
Richard Sutton, Jun.,
Ship Broker,
No. 14 Calle La Reconquista.

For Sale,

AT

W. WHITE'S, No. 89½ Calle la Merced,

(formerly Cangallo.)

A copy of the latest London edition of each of the following valuable works by Samuel Maunder, full bound, calf, viz:—

The Treasury of Knowledge comprising a new and enlarged Dictionary of the English language, an English grammar, a new Universal Gazetteer with population and other tables, Classical Dictionary, &c. &c.; The Scientific and Literary Treasury, a new and popular Encyclopedia of the Belles Lettres, The Biographical Treasury, forming a new and complete Dictionary of Universal Biography from the earliest periods to the present time; also, The Treasury of Natural History, or Dictionary of Animated Nature, with upwards of 800 wood cuts; Treasury of History, consisting of a series of separate histories of the principal states and kingdoms in the world, with an outline sketch of Universal History from the earliest ages to the present time; also, Macaulay's History of England, 2 vols.; Account of the United Provinces of Rio de la Plata; Letters from Buenos Ayres and Chile with a history of the latter Country, London 1819: Fisk's Greek Grammar; Jacob's Greek Reader; Bourdon's Elements of algebra; Lavizar's French Grammar; Life of the Rt. Hon. John Philpot Curran; Moore's Melodies; Modern History; Marryatt's Code of Signals &c.

Second-Hand books purchased or exchanged.

FOREIGN AMATEUR RACING SOCIETY

Any Gentlemen Foreigners wishing to contribute to the funds for perpetuating the above society are respectfully invited to hand any subscription to the Treasurer, N. 70, calle "Santa Clara," or any other member of the Committee.

NB. A programme of the Races can be seen at the Commercial Rooms and the Sala de Residentes Extrangeros.

Wanted,

In a small family, as general servant, a lad of from 15 years of age upwards, who can speak and write Spanish. Apply at 90 calle San Martin.

For Sale,

Superior bottled Port Wine.
Do. do. Sherry.
Sherry Wine in casks.
London Stout.
Pale Ale.
XXX Strong Ale.
Holland's Gin.
Old Tom Gin.

Apply to
BAYLEY BROTHERS.
At No. 29, Calle Santa Rosa.

No. 6 Calle de la Piedad.

Furnished Rooms and Board.

Gentlemen can be accommodated with furnished Rooms and Board, with every attention paid to their convenience and comfort, by applying at No. 6 Calle de la Piedad, half a square from the Alameda.

For Sale,

A small Medicine Chest, at W. White's, No. 89½ Calle la Merced.

To the Ladies of Buenos Ayres.

Mrs. Traynor respectfully invites the attention of the ladies of Buenos Ayres to a very choice assortment of straw, Tuscan and fancy Bonnets, Ribbons, and Flowers in great variety.

Fancy Straw, Tuscan and Straw Bonnets cleaned, turned and trimmed.

Gentlemen's Chilian and Leghorn hats and cases cleaned to the greatest perfection.

Calle Tecuman, No. 91.

For Sale,

At C. ZIEGLER'S 34, Calle Mayo, Byass' Ale and Porter, in barrels of 4 doz., & at $55 per doz.

For Freight or Charter to any Port in Europe. The new A. 1. spleadid German brig

PHŒNIX,

910 tons register, J. H. Diercks, master.

This fine vessel has been built expressly for this trade, offering the convenience of loading a full cargo of dry hides in the inner roads.

Is sailing she is remarkably fast, having performed her passage from Hamburg to this port in the short space of 48 days.

Her accommodations for Passengers are most superior, and her commander is well known in the trade.

For further particulars please apply to the Consignees Messrs. Eberhard & Co., or to

Rupsto de la Cosche,
Licensed Ship Broker.

No. 15½ Calle Reconquista.

To be Sold,

An English Patent Mangle, and an excellent metallic pump. The pump is admirably adapted for domestic convenience by facilitating the drawing of water, either in a quinta or from the eighes of any house in town.

Apply at No. 26, Calle de la Piedad.

To be Let,

For the winter months, or from year to year, or for such other term as may be agreed upon, a most desirable country residence, situated in the vicinity to the north. Application to be made at Peru Street, No. 50½.

Furnished Apartments

And board can be had on application at Calle Perú No. 145; also a large parlour and an adjoining bed room so as to accommodate two gentlemen or a gentleman and his lady.

March 9.

Port and Sherry Wine.

On Sale at the Store of the Subscribers, Port in quarter casks, half pipes and pipes; likewise in bottle of superior quality and very cheap—A few small casks of Sherry as well as in bottle.

Some kegs of cod sounds and Tongues of excellent quality and moderate in price.

No. 19 Calle la Merced.
49 Calle Mayo.

J. BLUES.

The following English Works may be had at the Victoria Book Store, No. 100 Calle Victoria, viz—

Jardin's Naturalist's Library, 40 vols.; Norwich's Commentary on the Psalms, 2 vols.; Pipe's Scriptural Convention, 1 vol.; Wesley's Sermons, 1 vol.; Bunyan's Pilgrim's progress, 1 vol., with engravings, The Methodist Magazine, 1825 to 1829, 10 vols.; Diary of the times of Charles II, 2 vols.; Memorials of Civil War, 2 vols., 8vo.; History of Highland Clans, 4 vols., 8vo.; Memoirs of General Count Rapp, by himself, 1 vol. 8vo.; The Convent, by Crindell, 1 vol.; Gulliver's Travels, 1 vol.; Classical Tales and Legends, 1 vol.; Tales for the Young, 1 vol.; Stories from Herodotus, 1 vol.; The Book of Poetry, 1 vol.; The Juvenile Naturalist, 1 vol.; The Parent's Cabinet, 6 vols.; The Calendar of Nature, 1 vol.; Literary Rouvenir, 1 vol.; Six Months in a Convent, 3 vols.; Matthias and his Impostures, 1 vol.; Pictures and descriptions in the History of England, 3 vols.; Cruikshank at Home, 4 vols.; The Anniversary, 1 vol.; The Keepsake, 1 vol.; Arabian Nights, 4 vols.; A Tour in Connaught, 1 vol.; The Wassail Bowl, 2 vols.; Poole's Comic Sketches, 2 vols.; Daniel's Merrie England, 2 vols.; Encyclopædia of Fun, 2 vols.; The Penny Magazine, 14 vols.; The Saturday Magazine, 18 vols.; Beauties of the Court of Charles II, 2 vols.; Smollet's Works, by Roscoe, complete in 1 vol.; Fielding Works, by Roscoe; Swift's Works, by Roscoe, 2 vols.; Barn's Works; Select Views of London and its environs, 1 vol. 4to.; Miss Bremer's Novels, by Mary Howitt; The Home, 2 vols.; Family, 2 vols; President's Daughter, 3 vols.; Diary and Strife and Peace, 2 vols.; The Neighbours, 2 vols.; Marryat's Diary in America, 3 vols.; Life in Mexico, 3 vols.; The Hilles in Italy, 2 vols.; Travels of Lady Stanhope, 3 vols.; Marryat's Olla Podrida, 3 vols.; Nimrod Abroad, 2 vols.; The Blackwood Tales, 3 vols. 8vo.; Women & Books, by Hunt, 2 vols.; Campaign in China, by Mackenzie, 1 vol.; Idler in France, by Mrs. Blessington, 2 vols.; Kohan's New Voyage Round the World, 2 vols.; The Irish Sketch Book, by Titmarsh, 3 vols, Arthur O'Leary, 1 vol.; Gray's Works, 1 vol.; Travels in Upper India, by Davidson, 2 vols.; Diary and Letters of Madame D'Arbiay, 7 vols.; Goldsmith's Animated Nature, 6 vols. 8vo.; France, and the French Dramatist, 3 vols. 8vo.; Napoleon's Memoirs, by Baron Fain, 1 vol. 8vo; Molina's History of Chile, 2 vols.; The Shipwreck, by Falconer, 1 vol.; Modern Traveller, 28 vols. in 18mo. with engravings; Youth's Hand Book of Entertaining Knowledge, 2 vols.; Sketches in Ireland, 1 vol.; Hughson's Walks through London, 1 vol.; Sketches and Tales of Barbadoes, 1 vol.; Flavius Josephs pictorial edition, 2 vols. with engravings; Bradford's American Antiquities, 1 vol.; Pictures of the French, with engravings, 1 vol.; Cox's Buraman Empire, 1 vol.; Last Voyage to the Arctic Regions, 1 vol.; Hutton's Voyage, 1 vol.; Pinkerton's Modern Geography, 2 vols., with engravings; Gilpin's Highlands of Scotland, 2 vols.; Do. River Wye, 1 vol.; Do. Southern Tour, 1 vol.; Do. Essays on Picturesque Objects, 1 vol.; Do. Lakes of Cumberland, 2 vols.; Do. Observations on the Western Parts of England, 1 vol.; Memoirs of George IV., by Robert Huis, 2 vols.; Windsor Castle, by Ainsworth, illustrated by Cruikshank, 1 beautiful volume; Old St. Paul, 1 beautiful volume illustrated; The Tower of London, do. do.; Views of Society in America, 1 vol.; The Sports and Pastimes of the People of England, by Strutt, 1 vol.; Good's Book of Nature, 1 vol.; The Anthanalogical Journal, 19 vols.; Channing's Works, 6 vols. 8vo.; Valentine M'Clutchy, 3 vols. 8vo.; A Book for a Rainy Day, 1 vol. 8vo.; The Wilds and Africa, 1 vol.; The Western Coast of Africa, 1 vol.; Narrative of a Voyage to the South Atlantic Ocean, by Morrel, 1 vol.; The Gypsies of Spain, 2 vols.; Memoirs of Lady Stanhope, 3 vols.; Visit to the American Continent, 2 vols.; Bruce's Travels, 1 vol.; Picture of Italy, 1 vol.; Bugley's Travels in the South of Europe, 1 vol.; Scenes and Legends, 1 vol.; Steward's South Seas, 2 vols.; Wit and Humour, by Hunt, 1 vol.; Imagination and Fancy, by Hunt, 1 vol.; Memoirs of Marmontel, 4 vols.; Anson's Voyage, 1 vol.; Ewart's Excursion to Brighton, 1 vol.; Despotism, 2 vols.; McQueen's Africa, 1 vol.; Edinburgh Cabinet Library, 2 vols.; Mason on Self Knowledge, 1 vol.; Owen's Voyages in Africa and America, 2 vols.; The Experienced Angler, by Venables, 1 vol. with engravings; Tales of the Kings of England, 1 vol.; Farley's Wonders of History, 1 vol.; The Book of Fable and Allegory, 1 vol.; Neuman and Barrel's English and Spanish Dictionary, Urculla's English Grammar, Letters of Exchange, first, second and third.

N.B.—A large assortment of Books in French and Spanish, Stationery of all descriptions, music, inkstands, black and red ink, &c., &c.

For Sale—Freight or Charter.

The American brigantine Columbey, Captain Martin, 193 tons register, well found and fast sailer, needing little or no expense to fit her for any voyage.

For terms apply to
Zimmermann, Frazier & Co.,
No. 69 Calle la Defensa.

Feb. 15.

Dr. Canstatt

Begs to inform his friends and the public that after an absence from Buenos Ayres of more than 20 years, he has again established himself as a general Practitioner, and may be consulted at his residence Calle Perú, No. 125, where advice will be given to the Poor every morning from 7 to 9 o'clock.

Forster's

Patent Water Filters.

These Filters constructed on an entirely new and scientific principle, and recently introduced here, purify water in a manner superior to any that have hitherto been imported; and will be found extremely useful to families who have no algive. Sold in the house of the sole consignees, No. 36, Calle Santa Clara, where they may be seen in operation.

Required for constant work, a short distance from town, one or two Carpenters. Apply to 59 Calle Mayo.

COOK.

Required one for a small family, residing out of town, a man and wife might both find employment, either to serve in the above capacity. Application to be made to 59 Calle Mayo.

For Sale,

A camp establishment 20 leagues distant from town to the S. E., consisting of one square league of superior land with comfortable dwelling house, mangaw, & ditches, troops of cattle, mares and flocks of sheep.

For further particulars apply at No 70 Calle Santa Clara.

EXPORTS.

FEATHERS—Duty, 4 per cent.			
Ostrich, long black	lb.	7 a 7½	
" do	do	a —	
HAIR.—Duty, 4 per cent.			
Horse, mane and tail	arroba	36 a 38	
" mixed	do	42 a 50	
" long 18 to 24 inches do		90 a 110	
HIDE Cuttings—Duty, 4 per cent.			
Baled, quintal		30 a 32	
HIDES—Duty, 1 dollar each.			
Matadero or saladero, flashed, 27 to 30 lbs. average, per 35 lbs.		50 a 54	
Matadero, country, 25 to 30 lbs. av.		46 a 52	
For Spain, per 35 lbs.		46 a 47	
" North America, per do		43 a 44	
Or all stake ——— per do		40 a 45	
Salted ox, 60 lbs. av. per 60 lbs.		37 a 39	
Do. " 63 lbs. and above do.		40½ a 44	
" cow 45 to 48 lbs. average do.		35 a 37	
" " 50 lbs. and above do.		35 a 36	
Horse, salted, each		— a 8rs.sil	
"	dozen	12 a 15	
HORNS—Duty, 4 per cent.			
Ox	thousand	700 a 800	
Cow	do	160 a 200	
JERKED Beef—Duty, 4 p. ct. quintal.		— a —	
SKINS—Duty, calf 1 dol. each; stunk calf 4 dol. all others 4 p.ct.			
Calf, 3 to 12 lbs. wt., per 25 lbs.		50 a 55	
Chinchilla, per dozen			
Goat	per do	— a —	
Nutria	per lb	4 a 4½	
Sheep, washed, fine and ordinary		33 a 36	
	dozen	38 a 49	
Do. dirty	do	33 a 38	
TALLOW—Duty, raw 4 per ct., melted free.			
Matadero, raw	arroba	17 a 18	
Do. melted, 1st class, do		28 a 29	
Do. do. 2nd class, do		24 a 25	
Grease and tallow	do	22 a 23	
WOOL—Duty 4 per cent.			
Ordinary, washed	arroba	33 a 36	
Do. Finy	do	45 a 48	
Mestizo, washed	do	35 a 40	
Do. dirty	do	18 a 22	
Fine, washed	do	50 a 65	
" dirty	do	28 a 38	
Cordova, washed	do	24 a 24½ real.	
Do. dirty			

Articles of Home Consumption, the growth, produce and manufacture of the Republic.

BRANDY, Mendoza and San Juan	pipe (silver)	— a 10	
FRUIT.			
Apples, and pears dried arroba		— a 25	
Figs " Mendoza	do	— a 10	
Peaches " with the stones do		15 a 16	
Do. " without	do	23 a 24	
Raisins, Mendoza	do	20 a 24	
Walnuts	do	32 a 34	
SOLE Leather.			
Corrientes, each, [silver]		2 44 2 6	
Paraguay	do do	— a —	
Tucuman, ox, each	do	3 a 4	
Do. cow "	do	— a 2	
TOBACCO—Duty, 12 per cent.			
Paraguay		38 a 40	
YERBA, Paraguay, superior		70 a 75	

MONEY MARKET.

EXCHANGE, England, incurrency, 3 5-16d. per dol.
" on specie 60p. per cent.
Do. France, do. do. 87½ per cr.
" Montevideo, at par
" Rio Janeiro, 1 per cent. prem.
" United States 4 5 per cent. discount.

The highest rate of Exchange upon England during the week, 60p. per cent.
The lowest, 59p. per cent.
STOCK—Six per cent..... par à 1 per cent. prem.
" Four per cent..... in proportion.
BULLION—Spanish doubloons..... 251 à 252
" Patriot doubloons..... 249 à 250
" Do. Dollars..... — à 154
" Spanish do. & Patacones ..... 8 à 16
" Plata Macuquina..... 124 à 14
The highest price of Spanish doubloons during the week 252
The lowest 249
The highest price of Patriot doubloons during the week 250
The lowest 246
Permits for shipping specie, prem. per cent. 1 à 1

FREIGHTS.

Destinations.	Dry Hides.	Salted Hides.	Tallow.	Bales.	Jerked Beef.
Great Britain.	60s per 2240 lbs.	25s. p. 2240 lbs.	In box. 25s. p per 2240 lbs. In pipes 25s.	Wool 20s. Hair 25s.	nominal.
France	55 fs. per 900 k.	40 f. per 1000 k.	35 f.p. 1000 k.	5p. 42 cubic ft.	
Continent	45 per 2240 lbs.	25 à 30 p. 2240 lbs	none	7 to 10 à 30s. p. 40 ft	nominal
Spain	$24 per 2000 lbs.	none	none		
United States	$8 à 10 p. 2000 lbs.	$5 per 2000 lb.	none	$4 per 40 feet.	
Rio Janeiro	none	none	none	none	3p. p. 100 nominal
Havana	none	none	none	none	6 to 7rs. per 100 lb

Freights generally nominal, nothing doing.

George Thomas, Responsible Editor.